

[Lilly M Service](#)

[February 1 at 9:07 PM](#) ·

HEY THERE!

For 32 years we have been members of the Seven Seas Cruising Association; an all volunteer international organization dedicated to the exchange of sailing information and educational programs enabling new sailors to realize their cruising dreams. Unfortunately, over the past decade or so the SSCA Board of Directors has taken the Association away from its initial purpose, and we are working with other SSCA members in an effort to get this important organization turned around and back on track. If you are not interested in cruising under sail, or the SSCA in particular, just scroll on past. ☺ Tom & Lilly
(LILLY sez: Or you could click over to the BBC and read the latest asinine adventures of our American elected government in Washington...)

SSCA PHOENIX

(An open letter to the SSCA from Tom and Lilly aboard TIGER LILLY)

Yogi Berra once said, "If you don't know where you are going, you may not get there..." It serves no purpose (other than destruction) to allow principals to be over-ridden by personalities, or to potentially destroy an institution which is both positive and needed by our international community of cruising sailors. We need to treat the Seven Seas Cruising Association with the respect she deserves as the Grande Old Dame of Cruising. To change without an understanding of the problem, or to not offer a positive solution to replace what clearly is not working, would be counter-productive. To solve any problem one must look to the root issues, and not simply treat the symptoms - there has already been too many years of just treating symptoms by our Board of Directors... We must recognize that the root issues which have brought SSCA to the current "crisis" are long-standing (over the past ten years or so) and have not been created by the current Board. However, since the election/rotation of Board members is such that only a few members are replaced each year, it is true that some of the current crop has been part of the past problems. We believe that we need to hit the SSCA RESTART button - not the panic button...

ISSUES

We believe that the fundamental issues which we are dealing with are three-fold:

FIRST - Once the INTERNET COMMUNICATIONS REVOLUTION (ICR) took place, the roll of the SSCA was PERCEIVED to have changed; but it actually did not change - only our share of the cruising information market changed. The CORE of SSCA is simply one sailor helping another by sharing information gained by actual experience. For many years, the public face of SSCA was our paper Commodore's Bulletin. Prior to the ICR the Bulletin was recognized as the only source of non-commercial sailing-cruising information generally available. Since SSCA provided information to all the various levels of cruising (Commodore's and Associates), and since it was the only show in town, it was perceived that our Bulletin was a good source of general boating information, and it was embraced as such. But the fact of the matter is that SSCA was formed (in the 1950's) to provide information to a very small slice of the yachting community; typically two-crew sailors, living aboard full time, and out exploring the world. Tom's SSCA sponsors were Founders of SSCA (Pat and Leo Minor) so he had access to the philosophy of our CORE membership - and he embraced their philosophy of Clean Wake

Cruising. By the time Tom was out on his first circumnavigation during the late 80's to early 90's, this sailing-cruising core membership had developed into the largest international association of cruising sailors in the world. At one time the SSCA had 7000 members in 40 countries around the world; today we have less than one-third of that number...

SECOND - Time marches on, society and culture change, new technologies are developed, and individuals (and organizations) grow and change. (Or not, some just fade away in the face of change...) But the sea has not changed, nor has the value of actually going to sea... Although the original membership core of the SSCA was small (focused on the lifestyle of full-time international cruising under sail), the sailing-cruising movement of the 50's and 60's caught on and was well established by the 70's. The SSCA was a DREAM MACHINE by the 1980's. Early-on the core members acknowledged that they could not ignore the many requests by not-there-yet sailors to be part of this movement, but at the same time they recognized that the introduction of the general boating population into their ranks would dilute the SSCA into just another Stateside boater's club. The solution was to create the Associate level of membership to allow folks who aspired to become international sailor-cruisers to have ACCESS to our information about our eclectic yet practical lifestyle - but not have a say-so in the affairs or direction of the organization. That worked until about ten years ago when the SSCA Board's began to forget who we are, and began to make changes focusing on what we get - and who gets to decide. The issue of universal suffrage was presented as an egalitarian one, ignoring the value of first-hand practical experience in the art of seamanship (which is the heart of who we are and what we say). In the name of political correctness the Board has attempted to shift the core of SSCA to a place where everyone should get a vote, rather than allow those sailors who have actually successfully cruised to steer and govern the affairs of the Association. This lack of understanding of the SSCA core principles over the last decade or so by our Board of Directors led to last year's vote of NO CONFIDENCE in the Board by a beat-down, uninspired, and diluted core membership.

THIRD - The current MALAISE of the COMMODORE's is the principal reason that we have come to a point where the SSCA has deteriorated into a South Florida boater's club. By bringing power-boaters into the ranks of sailors to attract new members (the past president who came up with that bright idea now lives on a golf course in Florida), insisting that Associates should vote (last year's abortive ballot issue), and removing the term "cruising" from the description of our core philosophy (the current board actually thinks that this term is just too restrictive and not PC), the last ten years of SSCA boards has confused and beaten-down our voting membership - the Commodores. Unless and until we get a leadership team that understands the core philosophy of SSCA, and can effectively communicate those concepts to our core membership, we are dead in the water. Another iteration of the annual New Members Drive (each Board tries to reinvent this wheel through a program of promotion, rather than attraction) will not be able to stem the bleed-out of energy and interest from our current voting membership. We need dynamic leadership from sailors knowledgeable in the core values of SSCA on our BOD, and until that happens we can expect just more of the same. Unfortunately, while the Emperor fiddles, Rome burns - and time is not on our side in the deterioration of SSCA.

SOLUTION

The smallest of America's military forces is the United States Marine Corps. They are

acknowledged as the best fighting force in the world, and they don't usually have difficulty meeting their recruiting goals. That is because it MEANS SOMETHING TO BE A MARINE. The emphasis of the USMC leadership is on the quality of every single Marine, not the quantity. They are not interested in being the biggest - only the best... We believe that is the solution to SSCA's current problems.

Our focus should be on creating a right-sized Twenty-First Century association of international sailors interested in exploring the world under sail - and helping others in achieving this worthwhile lifestyle through information exchange and education. We don't need to be the biggest cruising association in the world, but we should strive to be the best.

How can we take the current mess and recreate a strong vibrant SSCA? We visualize reforming and refining SSCA by declaring our CORE MISSION to be the furtherance of the lifestyle of international cruising under sail through the exchange of information. We propose expanding our voting membership (our core) by dropping the live-aboard requirement - but keeping our seamanship qualifications. (Cruisers are made while dynamically exploring the world under sail, not simply quiescent "living-aboard", or sitting in an easy chair on the enclosed bridge of a trawler and pushing buttons.) Additionally, we propose creating a new level of voting membership called CRUISER. This level of membership would be based solely on the ownership of a sea-going cruising sailboat (no minimum size restrictions, self-declared). The owner (or owners) would get a single vote in the name of their boat. This would act as a basic qualifier that would establish a minimum level of interest and dedication to our core mission. We would retain our Associate level of membership, with no qualification other than a commitment to the philosophy of Clean Wake Cruising, and keeping their dues current. This level of membership would provide ACCESS to the SSCA and all of our information exchanges, but they would not get a vote. Realistically, their dues should be structured below that of a voting member (perhaps 20% less than full membership). The current Commodore ranks would be kept intact (including current power-boat Commodores) but any new voting members would only be cruising sailors. Although we understand the tongue-in-cheek origin of the "Commodore" title for our members (we have had to make this explication hundreds of times over the past 32 years), perhaps the SSCA needs a new moniker for this top level of membership? Or should we stand on tradition, and let the "boater's" and cynics of the world think what they will?

TIGER LILLY's VISION of the SSCA of the TWENTY-FIRST CENTURY

MISSION: An association of international sailors interested in exploring the world under sail - and helping others in achieving this worthwhile lifestyle through information exchange and education.

PHILOSOPHY: Clean Wake Cruising, and sharing cruising information (like TIGER LILLY Facebook and Sailblog posts)

MEMBERSHIP STRUCTURE: COMMODORE (meet seamanship requirements, each individual gets one vote, no sponsorship necessary, pay full dues); CRUISER (own a sea-going sailboat, one vote per boat, pay full dues); ASSOCIATE (commit to the concept of Clean Wake Cruising, pay 80 percent of full dues, have full access to all SSCA information and educational programs).

ADMINISTRATION: WE MUST SHRINK THE SSCA BUDGET to reflect today's right-sized SSCA. Remove the current burden of financial pressure, and the resulting push to constantly

recruit new members; adopt a new-member policy of attraction rather than promotion. Establish a bare bones financial structure with only minimal administrative expenses. Keep all administration in-house, hire a single part time Board employee (hopefully a sailboat cruiser who has "swallowed the anchor") to read and compile the letters (not really editing), keep the books, and assist the BOD. Only publish the (renamed) "SSCA Bulletin" in electronic form. SSCA does not need an independent domain interactive bells and whistles Internet page. (Maybe not the right term, hopefully you get the idea...) SSCA has wasted HUNDREDS of thousands of dollars on multiple failed iterations of their Internet page, which very few members actually use... Partner with Noonsite for the publication and search-ability of SSCA cruising information. Use one free Facebook page for SSCA Members-Only discussion and communication from the BOD (what Wally at Sailing and Cruising FB page has successfully created), but under control of the SSCA Board (with a team of volunteer SSCA admins). Use another free Facebook page (open to the public with one-way communications) for the BOD to promote SSCA (edited by the SSCA president and an SSCA volunteer). Use email with automatic roll-over for credit card payment of dues.

WHAT NEEDS TO HAPPEN NOW

That is our plan to save the SSCA from almost certain extinction. The current Board did not create these long-standing problems, but they do need to stop dithering and focus on the solution. (Another new member campaign is not the solution...) Having been in the Association for many years, and having served on the SSCA leadership team, we are confident that this plan will work. SSCA members need to communicate with the Board and either endorse TIGER LILLY's plan for the SSCA of the TWENTY-FIRST CENTURY, or come up with their own workable ideas. The Board then needs to draft a set of By-Law changes to implement our focused mission, and then the president of the SSCA needs to come to the current membership (ALL of it, on the SSCA Members Only FB page) and explain why it is so important that all of these changes are needed. Basically, we have a troubled Association and if we do not return to our CORE values - WITH A SINGLENESSE OF PURPOSE - the SSCA will cease to exist. Then in July 2019 the voting membership decides the fate of the Association. The time for squabbling about PC, personality clashes, and new member benefits is OVER. It is now time to fish or cut bait...

THANKS FOR YOUR INPUT

Please join us in our mission of returning the SSCA to an association which can help wanna-be cruisers turn their dreams of international cruising under sail into reality. If you agree with our plan to pump new life into the Seven Seas Cruising Association please email the Board of Directors at board@ssca.org, subject "SAVE OUR SSCA", and tell them you stand with TIGER LILLY - short and sweet! The issues are really not that difficult to solve - it is a vision thing, we need to understand where we are going, and what great things we can accomplish together...

Tom and Lilly Service

(Tom is an SSCA Lifetime Commodore and past president, Lilly is an SSCA Commodore, they are both HAMSTERS)

S/V Tiger Lilly

Kilifi Creek, Kenya, East Africa



[3838](#)

[51 Comments](#) [1 Share](#)



[Cate Gundlach Lester Behan](#)



[Ram Om](#) Thanks Tom & Lilly-- Excellent advice-- Im a past member so I have no say but I support your idea---

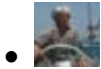


[Lilly M Service](#) Ram - We have lots of catamaran sailors In SSCA now, and we need your experience. We guess that many of your clients are considering a lifestyle of internationally cruising under sail - the SSCA really gives new sailors a leg up on that difficult and expensive first-year learning curve. An introduction to the SSCA during a delightful Grecian Isle charter would certainly add value to your guest's experience... Perhaps you could consider shipping over and coming back into the fold? Tom



[Ram Om](#) I have to echo Daves post--"" I have not had any benefit from the SSCA for many years also, that's why I dropped out-. I am setting sail once again also, leaving the Eastern Med in the next year or so,perhaps this summer, I've been stuck in one area way too long,, and if there is no benefit to real ocean cruisers, I will not renew. I watched the price of membership go up without any increased benefits""

That said if the SSCA can give us benefit as it once did I will join again-- I think if they can pull off your suggestions it just might work- -

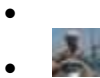


[David J. Abbott](#) We used the SSCA bulletins when we circumnavigated. I have not had any benefit from the SSCA for many years. I am setting sail once again, and if there is no benefit to real ocean cruisers, I will not renew. I watched the price of membership go up without any increased benefits. [Maxingout.com](#)



[maxingout.com](#)

[Maxing Out - Three Generations - One Boat - One Giant Adventure](#)



[David J. Abbott](#) [SailingUni.com](#)



sailinguni.com

SAILING UNI - JOIN TEAM MAXING OUT AS THEY SAIL AROUND THE...

[SAILING UNI - JOIN TEAM MAXING OUT AS THEY SAIL AROUND THE WORLD ON THEIR PRIVILEGE 39 CATAMARAN - EXIT ONLY](#)



[Lilly M Service](#) Hey Doc - What about the new guys? Who is going to help them out? That is what Old Guys are supposed to be about... Your cruising articles and photos in the SSCA Bulletin could be just the very spark which some young couple needs to start saving for a retirement of cruising internationally under sail. Remember what JFK (a former Naval Officer) said about, "Ask not..." Besides, those damn double-wides have gotten pretty popular around the SSCA and we need some Old Birds to help out the whipper-snappers! Get well, and get that hip all healed up - you know all too well what a jumpy motion those damn catamarans have - they can throw you down in a windy flippen anchorage... Tom (Here is a great pic you took while we were watching Carnival together down in Trinidad a few years back - it is one of my favorite.)



[David J. Abbott](#) X-ray next week to see how the bone is doing. We are eager to get underway. Boat refit complete. Body refit near completion. The bulletin and the GAMS were awesome. We relied heavily on the bulletins all the way around the world. A great resource. We will now have to plan ahead and download bulletins before we leave port to have updated information for the next port of call. The bulletins should be in PDF FORMAT so we can save them for easy reference when we need them.

If the SSCA ceases to be a good resource for real ocean cruisers and wannabes, then there is little reason for it to exist in my world. I am not interested in being a member of a boating club. I am interested in being associated with other real ocean cruisers who have much to offer to other cruisers.

The egalitarian nature of Facebook pages and forums perpetuates poor quality information and misinformation on a massive scale. The old bulletins written by cruisers and edited by cruisers did not suffer from fake information and fantasy from those who have never been real ocean cruisers.

The strength of the bulletins was that the information relevant to what real ocean cruisers were

doing on a daily basis.

Carnival in Trinidad was amazing.



[Ram Om David J. Abbott](#) Good to see your still out there Dave before facebook i used to follow your blog and videos and somehow lost contact with it--Always looked forward to it ! As I do now with Tom & [Lilly M Service](#)- Hope you heal up soon !!



[David J. Abbott](#) [Ram Om](#) Thanks Ram. I am on the mend. If swallowing a tube of superglue would speed things up, I would do it.



[Ram Om David J. Abbott](#) 😊😊😊😊 Yep I wish it was that easy !!!



[Nikita Mears](#) We belonged a long time ago when we first cut the dock lines and left. We sailed for 3 years up and down the east coast and the Bahamas and with no house we were full time liveaboards. But we could never qualify for Comm status as we did not do the long sail required while we met others who were part of an open ocean training with 8 people on board from Bermuda to the USA and they did qualify - yet they did not have an ocean going boat, did not live aboard and would never set out without a huge crew. Like you we are 2 handed only and like it that way. So they got to vote and we got to pay dues and when we really looked at it pay dues for what? I think it is a dead org - if I want info on the Med I simply can go to multiple web sites and ask the question - to have a viable product that people want to buy you have to offer value in return and personally I see no value in SSCA - just my thoughts



[Lilly M Service](#) [Nikita Mears](#): If you consider the plan we have put forth to take the SSCA into the Twenty-First Century, we hope that you can see proposals for each of the issues you raise. We are not aware of anyone qualifying to become an SSCA Commodore by sailing on a training vessel. The requirements specifically state that we all must qualify onboard our own boats. Also, we have always had a live-aboard requirement, but over the past few years it has been reduced. In our proposal we put the emphasis on cruising and eliminate the live-aboard requirement all together. Vessel ownership is a key

element to becoming a Commodore in the SSCA, and we hope that you can see the logical progression we propose from ASSOCIATE (potential cruiser under sail), to CRUISER (ownership of a sea-going sailboat), and finally COMMODORE (a person who owns and sails his boat to offshore destinations). At each progressive level of membership the individuals participation in the Association increases. We have been pushing for these changes for quite some time, but the Board has other ideas, and we have been out cruising for the past eight years. Hopefully it is now the right time to get these needed changes implemented - but we need your support (see the last paragraph of the post regarding contacting the Board with your views). Also, perhaps now is a good time for you to come back into the fold and consider rejoining us in the SSCA as we trudge the road to our happy destiny? Tom & Lilly (LILLY sez: Tom-Tom the Sailor Man's next vessel - and his "happy destiny" in his "logical progression" will likely be a cremation urn - I just hope that I can get him off the boat before he croaks-over and leaves me to sort out TIGER LILLY on my own!)



[James H. Newsome](#) I am not a member currently or in the past. There has never been any curb appeal since I'm currently a state-side part time cruiser. But under your proposed changes I think there will be some interest. As humans we have a natural inclination to want to belong, but not to belong where we aren't appreciated. Your tiered approach to membership would allow me to enter as CRUISER and with a vote. I'd call that "appreciated."

Most importantly there has to be value of membership for me to consider forking out \$65 a year. While not a lot of money it's still important for me to feel that it's worth me getting something in exchange.

I will be following with interest.



• [Nikita Mears Lilly M Service](#) Let me ask a question - as with most cruisers we have limited resources - if I were to join something what would be advantage in joining SSCA over OCC - what value does SSCA provide?



• [Robert Schulke](#) A few thoughts:

The SSCA needs to serve a focused group of sailors. There are too many groups, clubs, etc. to compete with. The established niche of ocean cruisers works.

Establishing “rank” based on miles covered, days at sea, countries visited, or similar has value in credentialing. There should be some threshold for voting, and for holding some positions.

The services offered should be focused on long distance cruising. For general stuff, links to other groups would be adequate.

The market is too small to monetize significantly by selling advertising, etc. The Practical Sailor model of subscriptions, and freedom from advertising spam sounds good.

Proposed subjects for discussion:

Boat, liability, medical, repatriation insurance.

Medical care at sea.

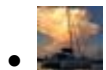
Aid to fellow travelers (a trip home if the boat sinks, etc..)



• [Harry Watson Smith](#) My wife remembers reading the paper bullitins last century as they were share amongst cruisers in an anchorage. Yes lets return to the core values and revitalize the organization for this century. Support your approach. Will email



• [Margaret Meps Schulte](#) Nicely put. I'd like to follow along, even though I have had to swallow the anchor for the time being.



• [Drew Trent](#) Good plan, and I am in agreement for the most part (Commodore 1985).

Except.....keep the political commentary about our duly elected gov't in check. 😊 I will endorse your approach in a note to the BOD.



• [Ed Darling Drew Trent](#) yes. The constant criticism of our current government is very off putting.



• [SV Kuleana](#) We are ending our 4 year membership to SSCA this month. The SSCA wants retirees, not active sailors that can't live aboard their boats full time.

Other cruising groups welcome us. The OCC hired additional staff to help with all their new members due to a >10% increase in membership this past year. I wasn't a part of that increase, I joined two years ago.

I have been waiting for the SSCA to make room for younger members but they would rather attempt to get retirees on trawlers to join them to replace the sailors they lose than serve their own younger members and stop losing us.



• [Lilly M Service SV Kuleana](#): SSCA of the TWENTY-FIRST CENTURY

The plan we outline above is intentionally structured to broaden the base of SSCA with the inclusion of younger non-retiree sailors, and non full-time live-aboards by adding the CRUISER class of voting membership. ASSOCIATES who simply own a sea-going sailboat - with no seamanship or live-aboard strings attached - will be eligible to become CRUISERS under their boat name and will participate in determining the operation and course of the Association. CRUISERS who complete the seamanship requirements under sail will become COMMODORES - with no live-aboard requirement necessary.

This Recovery Plan clearly defines the CORE MISSION of SSCA as: An international association of cruisers exploring the world under sail - dedicated to a clean wake cruising, and sharing information freely.

Note: If you are interested in other specialized sub-sets of cruising under sail or power, then we offer ASSOCIATE membership to trawlers, ICW travelers, Great Loopers, anchorage right defenders, cats & dogs, or ANYONE interested in our chosen lifestyle. SSCA cannot be all things to all boaters; with a singleness of purpose we need to focus on our CORE MISSION of cruising under sail internationally. These changes are needed because currently the SSCA has the tail wagging the dog...

To implement and support our CORE MISSION the Recovery Plan proposes a TIERED MEMBERSHIP which broadens the base of SSCA. As members progress in cruising experience and commitment to our lifestyle, commensurate responsibility, authority, and privileges are added. The proposed levels of membership will be:

ASSOCIATE, CRUISER, COMMODORE, REAR COMMODORE, LIFETIME COMMODORE - and finally, a Viking funeral. (You provide the boat and lighter fluid...)

We have structured this proposed solution to address the very issues which have held so

many sailors back from SSCA membership in the past. If you think that this is something that interests you, then please reread the last paragraph of the post, and send the SSCA Board a short email to that effect. Please consider sharing this post with other sailors on your personal Facebook page.

Thanks!

Tom & Lilly

S/V Tiger Lilly

Kilifi Creek, Kenya, East Africa



• [David Ball](#) Tom // Lilly... A very well written post squarely addressing SSCA's challenges. I was a member for several years until the central focus seemed to revolve around anchoring in Fla. I decided to join a different cruising organization more relevant to my needs. I hope you can make a difference in revitalizing the SSCA.



• [Karen Kennedy](#) Tom/Lilly I have read this AND your public of the two members who scraped the data. I cannot take anyone serious who would support men who are so threatened by another female member, that they go to the SSCA board with lies and slander to get a member removed. Your veil is thin and transparent.



• [Lilly M Service](#) OH MY GOSH Karen, what did you just say? Could you please translate your comment into readable and understandable English? BTW just who ARE you?
Thanks! [Lilly](#)



[Bill Jackson](#) [Karen Kennedy](#) aren't you the one who physically assaulted Wally? Almost got arrested?

Go grind your psycho ax elsewhere.



[Joseph Abbott](#) SSCA Values: We respect and value each other. Seems the proletariat are in open mutiny.



[Karen Kennedy](#) Joseph Abbott no. Wally physically assaulted me! Wally and Dave made up lies to try to get me removed from SSCA. Wally attacks others then plays the victim. I know at least 10 other people he did that to. Get your facts straight! Spreading his lies, makes you an accomplice.



[Joseph Abbott](#) Karen Kennedy I neither agreed nor disagreed with either side in this proletariat open mutiny. It seems the values stipulated by SSCA membership are on paper only and is evidenced by the actions and comments of all involved. My comment “SSCA Values: We respect and value each other.” was to emphasize the inappropriate, disrespectful, and childish use of the horses’ ass pictured above.

Our family was once SSCA members but decided it was not a favorable environment due to overly inflated views of self-importance and narcissist attitudes.

Thankfully the oceans are large and anchorages plentiful – so avoidance of petty people and pointless arguments are easily achieved.



• [Karen Kennedy](#) [Bill Jackson](#) Joseph Abbott no. Wally physically assaulted me! Wally and Dave made up lies to try to get me removed from SSCA. Wally attacks others then plays the victim. I know at least 10 other people he did that to. Get your facts straight! Spreading his lies, makes you an accomplice.



• [Karen Kennedy](#) Joseph Abbott my apologies, as it was meant for the person spreading lies about me, which was Bill Jackson. Both he and Tiger Lilly are friends with and support Wally's vicious lies.



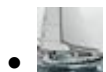
• [Bill Jackson](#) [Karen Kennedy](#) I heard you were the one doing the assaulting by multiple people . Not to mention , were the one almost arrested Remember that happening fairly well



• [Karen Kennedy](#) [Bill Jackson](#) you are spreading lies!! Don't care who you "heard" anything from. Wallys cult believes anything he tells them. You were NOT there. Wally came flying at ME and pushed me.



• [Lilly M Service](#) [Karen Kennedy](#) We do not know you, or anything about you. Honestly. We support no stories regarding you, because we have never even heard of you or your victimhood. We responded to you above based on the cryptic response you posted here on our site, and the unreadability of your message. Don't wig out here! (That's what WWS is for - they actually enjoy that stuff...) Tom & Lilly



• [Lilly M Service](#) If any of the SSCA Board members are here, we encourage you to read down through these comments. Most of our Facebook friends are cruising sailors, and many of them are EXPERIENCED international sailors who have voted with their feet and gone elsewhere for their cruising information and camaraderie... Why do you suppose that is? We think that the Recovery Program we outline above is what is needed to bring the SSCA back into relevance on the waterfront. We hope that the Board will give this plan serious consideration; we need to put the Grand Old Dame of international cruising under sail back on her feet! If you agree that SSCA needs recovery, please consider sharing this post with your fellow cruising sailors on your Facebook page. Thanks, Tom & Lilly



• [Scott Odell](#) ✓ here's another long time SSCA member who agrees with Lilly's thoughtful and courteous suggestions. I hope that the BOD takes them into serious discussion and then shares their thoughts with all of the membership. Thank you!



• [Allison Zettwoch](#) I am one of those people stuck on land with a boat that doesn't go sailing nearly enough. I joined ssca many years ago with the plan and the dream to sail away. The trek toward that plan has been much slower than anticipated, but it will happen. The boat is waiting.

That being said. I've gotten several emails from them this week that make me think that instead of providing me valuable resources, they are just another group of backstabbing individuals more focused on money and titles than sailing.

I won't be renewing.



• [Lilly M Service](#) [Allison Zettwoch](#): If what you are saying about SSCA was true, how do you suppose that the Association has been around since the early 1950's? The valuable information we share may not seem to help you while living ashore, but we can attest first-hand that when we are planning cruising destinations or repairing a sailboat, the information does indeed have significant value. Here's a practical example: Buy the wrong \$300 potable water pump (because you did not have access to the SSCA Equipment Guide List), and there you are again in just two years buying the wrong pump again... Or perhaps all the marina sitters in Chagaramus, Trinidad have convinced you that there is nothing to do during Hurricane Season besides sit and play Mexican Train Dominoes; but since you didn't research past issues of the SSCA Commodore's Bulletin and find TIGER LILLY's free Pilots on the Northeast Coast of South America - there you

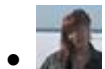
sit at Crew's Inn looking at somebody's grandkids pictures in Kansas... We think that those objectionable emails which you received, (the subject of an inappropriate catfight between two oversized egos) is entirely wrong, and we have told them so. But you know what Allison? Last week HUNDREDS of our members were out cruising all over the world, and many of them were sharing the information with THOUSANDS of SSCA members just like you - who (we hope) will join us one day in a beautiful cruising anchorage somewhere over the horizon. You hang in there lady and get out here - just as soon as you possibly can. Warm regards, Tom & Lilly S/V Tiger Lilly - Kilifi Creek, Kenya, East Africa



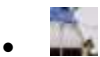
[Allison Zettwoch](#) I think you misunderstood. When I joined they were very different than they are now. And they have -- and may still -- provide very valuable resources.

But is the value coming from the SSCA? Who are sending out multiple negative emails full of fighting words?

Or is the value coming from the networking among members, who with or without the SSCA would find a way to communicate among themselves and spread the knowledge that is so valuable?



[Susan Taylor](#) I'm curious as to how the SSCA gave all the valuable help it supposedly did 32 years ago before the internet?



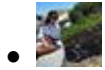
[Robert Schulke](#) [Susan Taylor](#) we did have means of communication. You've heard of the Postal Service?



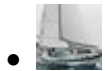
[Susan Taylor](#) Vaguely



● [Ram Om Susan Taylor](#) They have a bulletin a little magazine that would be sent out monthly it was very very good actually



● [Mildred Villarba Brauer Keith Brauer](#)



● [Lilly M Service](#) DOES THE SSCA STILL REPRESENT VALUE?

[Susan Taylor](#) and [Allison Zettwoch](#): In the Old Days, before the Internet, the monthly arrival (by post) of the SSCA Commodore's Bulletin was much anticipated - and more than one marital dispute was fought over who got to read it first!

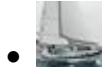
Today we fight over the iPad, as typical cruisers we only have one source of Internet access aboard TIGER LILLY! The SSCA still has relevance and value because unlike 30 years ago (before GPS, and before the Internet) today there is too much information , and too much invalid information (bum dope). If you doubt that, just scroll through the average Internet sailing discussion page with an experienced cruiser, and have him point out all the really stupid stuff that is posted as gospel... Also, SSCA membership is valuable because of your access to GAM's, the SSCA Equipment Guide List, and our extensive (but not expensive) educational programs. The way that the information that you read from SSCA sources is vetted, is through the SSCA organization. We have experienced cruisers monitoring the web pages, and an editor for the Bulletin. That kind of organization requires money and management to deliver to the membership, which is why we have a Board of Directors, a staff, and dues to collect. Free stuff is usually worth what you pay for it - zip! We cannot get over how folks will spend their life savings on a cruising sailboat, and then expect to get quality information for operating, maintaining, and out-fitting that same boat for free. It is false economy any way you stack it up...

Tom & Lilly

S/V Tiger Lilly

Kilifi Creek, Kenya, East Africa





● [Lilly M Service](#) [Susan Taylor](#) and [Allison Zettwoch](#): EAST AFRICA CRUISING TIP:

When entering Kilifi Creek, as the second set of range marks end at the inner harbour, turn W and head for the hotel jetty on the S bank. Only proceed past the jetty if within two hours of low tide, otherwise anchor and wait. When the tide window is correct, proceed up the creek past the hotel jetty with the coral along the S bank CLOSE aboard on your port hand (you should be able to look right down over the rail and see the coral). Once under the high voltage power lines and clear, make a HARD turn to starboard before the bridge, run parallel to the bridge at about 50 meters, and proceed to the center of the channel (watch the set and drift of the tidal current as you run across the channel, as it runs quite strong mid-channel). Also, at this point, visually confirm that one of the Chinese rock ships is not squaring up for the bridge outbound - forget the VHF... Once at center channel turn HARD to port, and use the hanging markers on the underside of the bridge to clear the center span.

Proceed to the Kilifi Bostyard and the tender will assist on hooking you up to a mooring buoy. (Kilifi Creek averages about 80 to 100 feet deep W of the bridge...) The high tension lines are charted on Open CPN at 49.2 feet clearance mid-channel, but by using the bank hugging tactic (where the wires are higher) you can clear 65 feet - at low water. The bridge is charted at 17 meters (55.8 feet) but we know of boats who have carried 65 feet under this bridge at low tide (the tidal range averages about 10 feet). The Navionics chart of Kilifi Creek does not indicate the clearance for either the high voltage line crossing, or the bridge, but it does indicate a red line with the above described recommended entrance track. On the Navionics charts, when you are under the bridge, the chart will show your position about 50 meters to the E, and since one must eyeball navigate while running along the coral on the S bank to clear the high voltage lines, a night entrance is not recommended. The C-Map chart does have the high water air drafts for the high voltage lines, and the bridge, but it does not show the recommended track. OBTW the first set of high voltage lines indicated on the charts do not exist.

WTE of the Mombasa Shipyard (a large ship port you want to stay clear of for multiple reasons) the Kilifi Boatyard is the only such facility on the East African coast between Dar es Salaam and the Somalia border.

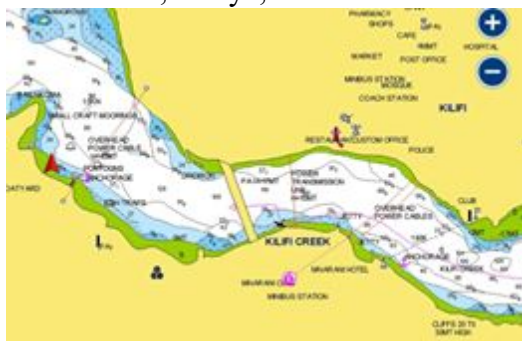
We see lots of posts these days asking why join SSCA, can't we just get the info right on the Internet for free? If you are going to bet your boat on information such as this, you may want to be sure that you have a good solid source - from someone who has actually done it!

Hope this helps a sailor get in here, we are enjoying Kilifi Creek...

Tom & Lilly

S/V Tiger Lilly

Kilifi Creek, Kenya, East Africa





• [Chad Carvey](#) As always, TONS of ideas and suggestions and thoughtful analysis! We would do well to glean much from these ideas and options.



• [Cindy Smith Lilly M Service](#) I am an interested observer of this SSCA controversy and a big fan of your blog and writing.

However, I must disagree with your blanket statement about free info on the internet. Such a statement does great disservice to Soggy Paws and SY Jacaranda, who have posted **INVALUABLE** info online which we have utilized throughout the Pacific.



• [Lilly M Service Cindy Smith](#): Funny, we were just speaking about Lilly's SSCA sponsors Sherry McCampbell (S/V Soggy Paws) and Pam Wall (S/V Kandarick). I really LOVE who my sponsors are! The Soggy Paws Compendiums which contain multiple Tiger Lilly cruising articles are one more of the benefits of an SSCA connection. Both Tom and Sherry have each served on the Board of Directors. These articles may appear to be free to some but we and other cruisers have invested a lot of our resources into them. That is what the Seven Seas Cruising Association is all about. As time passes on - the waterfront continues to get smaller and smaller. We truly hope to see you in an anchorage one day. Lilly S/V Tiger Lilly Kilifi Creek, Kenya, East Africa



• [Doug Mensing](#) Can't we all just get along hahaha I never applied to be a Commodore even though I have very good friends who probably would have recommended me but then I've said I don't really want to belong to any organization that would want me to join.